Approved For Release 2002/08/06 : CIA-RDP69B00041R000400050017-2

ONC J-11

EDITION 6

6157

LEGEND

RELIEF PORTRAYAL

Elevations are in feet. HIGHEST TERRAIN elevation is 10312 feet located at 22°18'N 102°47'E

TERRAIN CHARACTERISTIC TINTS
(areas of creditable relief are devoid of dot)

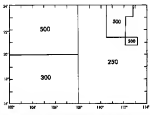
CONTOUR INTERVAL
1000 feet

Base

Dashed contours indicate approximate relief

SPOT ELEVATIONS

Maximum vertical error in 100 feet ..... .0005
Maximum possible vertical error in raised lat/long/m. .. .0008



Critical elevation ..... .09000
Isles and islands elevation 9000

MAXIMUM ELEVATION DATA

Maximum elevation figures, centered in the area bounded by dashed lines, are based on all data known to them. The HIGHEST TERRAIN ELEVATIONS within that area, BUT DO NOT INCLUDE elevations of VERTICAL OBSTRUCTIONS

3000 feet ..... 31 4500 feet (not metric) 61

CULTURE

Dual lane road ..... ——
Other roads ..... ——
Track or trails ..... ——
Multiple track R.R. ..... —+—+—
Single track R.R. ..... —+—+—
Power transmission line ..... ·····

PICTORIAL SYMBOLIZATION

A black square indicates location

AERONAUTICAL INFORMATION

Major aerodromes .....
Minor aerodromes .....
Major aerodromes paved have a hard or low runway length of 3000 feet or more. Other paved airports or any stone, sod or turf runways of 3000 feet or more. Unpaved airports or any runways of less than 3000 feet.

Vertical obstructions .....
Vertical obstructions with lighted aeronautical .....

Numerals adjacent to obstruction indicate elevation of top of obstruction above mean sea level. Numerals in parentheses indicate height above ground.

PROHIBITED AREAS

DANGER RESTRICTED OR WARNING AREA

CAUTION AREAS

NUMBERS INDICATE INTERNATIONALLY RECOGNIZED NUMERICAL IDENTIFICATION

NOTES

The representation of international boundaries on this chart is not necessarily authoritative.

Division of border Sovereignty (land areas only) .....

THE CONTOUR EVALUATION OVERPRINT

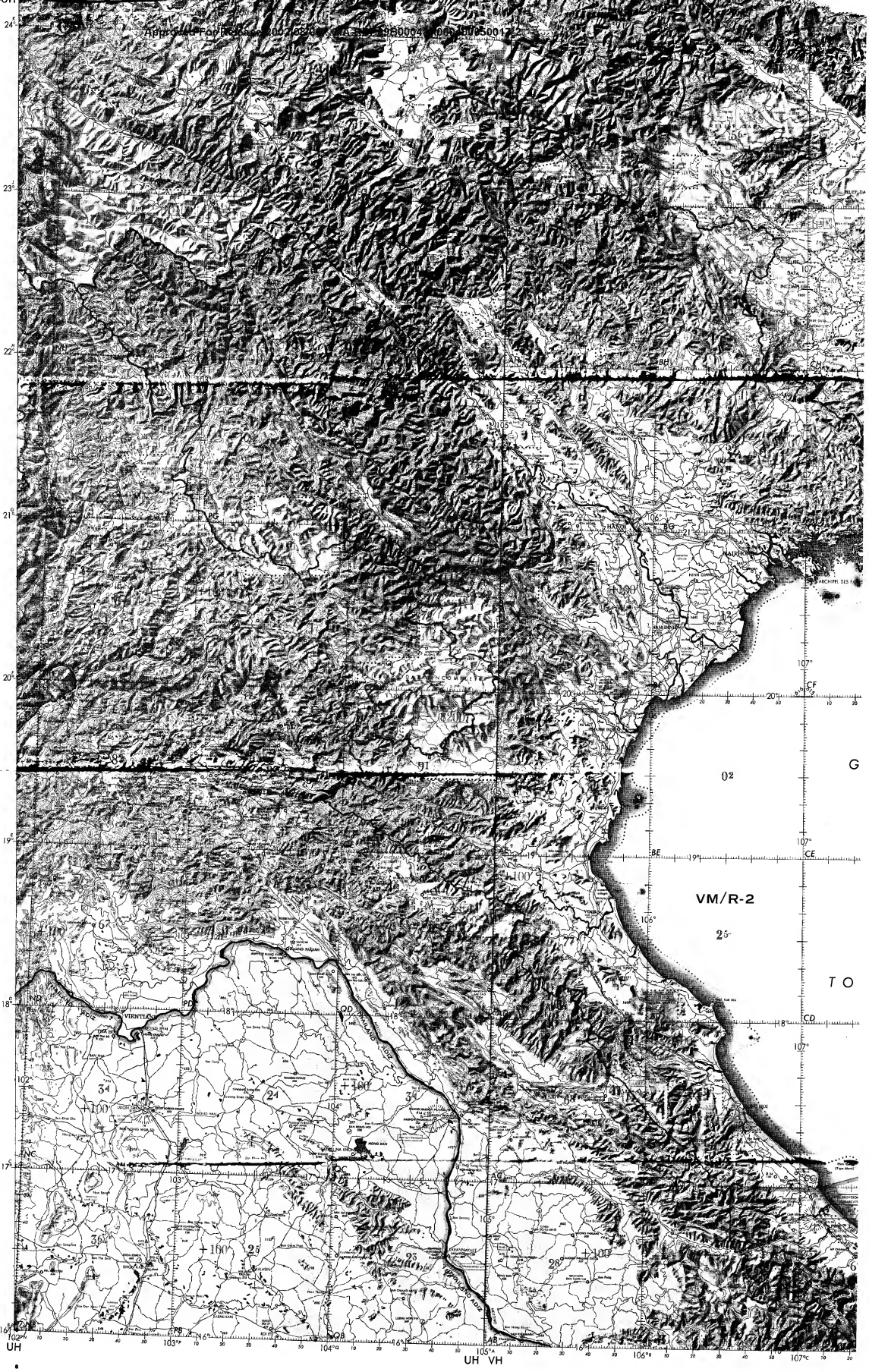
The Contour Evaluation Overprint represents a gross indication of "vertical accuracy" based on a comparison of the contour information on this chart with the most reliable source material available. This "figure" shown on the overprint includes vertical error caused by horizontal displacement only when in excess of 3 nautical miles. This overprint DOES NOT INCLUDE AN EVALUATION OF SPOT ELEVATIONS which are generally of a higher order of accuracy than contours. The accuracy of spot elevations is contained in the upper left margin.

KEY TO VERTICAL ACCURACY ANNOTATIONS

+500' This figure must be added to the heights as indicated by the contour values shown on the chart to obtain the maximum possible elevation for any selected point.

5,017 Bound figure indicates the highest possible ground elevation within the delimited area. No contours are shown in these areas.

CAUTION
AIR INFORMATION CURRENT THROUGH 31 JANUARY 1967
Consult NOTAMS and Flight Information Publications for the latest air information; the DOD Aeronautical Chart Updating Manual or that Chart Amendment Document for other chart revisions and information



ONC J-11

CHINA, HONG KONG AND THE NEW TERRITORIES, LAOS, MACAO, THAILAND, VIETNAM

SCALE 1:1,000,000

COMPILED FROM MAPS AND INTELLIGENCE INFORMATION AVAILABLE AS OF DECEMBER 1966
REVISED FROM MAPS AND INTELLIGENCE INFORMATION AVAILABLE AS OF DECEMBER 1966

Military control by AOC 5/7

EDITION 6

UNITS OF RADIO NAVIGATIONAL RADIATION FOR 1971
(Annual rate of change: (-) decrease for Battery Transitune, (+) increase for Warning Transmitter)

EDITION 6 of ONC J-11 is obsolete

INDEX TO ADJOINING SHEETS

H-10	H-11	H-12
J-10	J-11	J-12
K-9	K-10	K-11

World Aeronautical Charts are shown on the above index as to reference and. This identifies relationship to sites carried in the body of this chart by corner fists and sheet numbers

ELEVATIONS IN FEET

CONVERSION OF ELEVATIONS

NAUTICAL MILES
KILOMETERS
STATUTE MILES

OPERATIONAL NA
1:1,0(

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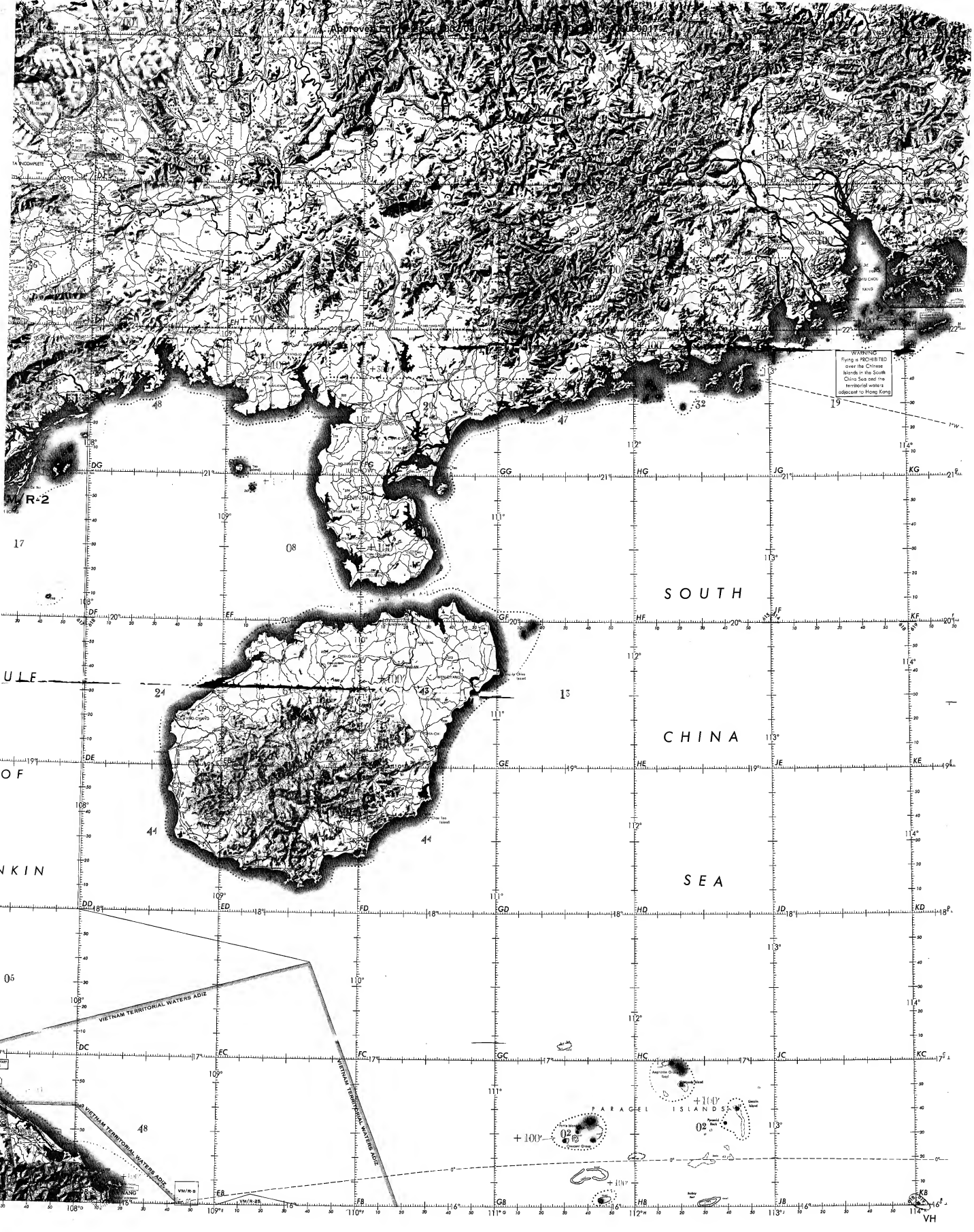

PUBLISHED BY THE AERONAUTICAL CHART AND INFORMATION CENTER
UNITED STATES AIR FORCE
ST. LOUIS, MO. 63118

ELEVATIONS IN FEET

VIGATION CHART
0,000

Lines are stated to be improvement of this chart by sending reason cor rections and additions which come to their attention and by mailing directly to COMMANDER, AERONAUTICAL CHART AND INFORMATION CENTER SECOND AND ARSENAL, ST. LOUIS, MISSOURI 63118, ATTN: ACDR

Lambert Conformal Conic Projection
Standard Parallels 17°30' and 32°40'
Convergence factor 24074

ONC J-11

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